

COUNTRY East Germany

REPORT NO.

TOPIC Finow Airfield

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EVALUATION 25X1 PLACE OBTAINED

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DATE OF CONTENT 19 October to 10 November 1952

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DATE OBTAINED PREPARED 11 December 1952

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REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

REFERENCE COPY

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1. During the period from 19 through 31 October 1952, there was daily flying by individual MiG-15s except for those days when weather conditions were poor. On three days, flying extended until about 8:30 p.m. Air activity observed included three take-offs in dull weather between 11:30 and 11:44 a.m. on 27 October; three take-offs between 2:10 and 2:15 p.m. on 28 October; and four take-offs between 8:10 and 8:20 p.m. on 30 October. When night flying was conducted, the runway lights and the lights on the runway extension were switched on. The rotatory searchlight east of Finowfurth was in operation every night. Four alert planes were observed at the field.¹

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3. Air activities observed at the field during the period from 19 October through 1 November included:
- 19 October. There was no flying. The weather was rainy.
- 21 October. About 2:30 p.m., 34 MiG-15s and type-29 planes in addition to four single-engine, low-wing monoplanes were counted at the field and another estimated 10 MiG-15s were observed. The four MiG-15s of the alert flight were parked in the northeastern corner of the installation. From 8:30 a.m. to 4:30 p.m., individual MiG-15s took off on long distance flights. The weather was overcast, and visibility was limited to about 1,500 meters.
- 23 October. Individual take-offs were observed from Finow from 8:45 to 11:30 a.m. Details of the air activity could not be determined. The weather was very cloudy, and visibility was limited to about 800 meters.
- 25 October. About 9:30 a.m., 14 MiG-15s, 6 single-engine, low-wing monoplanes and 1 biplane were counted from the eastern edge of the field and another estimated 25 MiG-15s were observed. From 8:45 a.m. to 6:30 p.m., individual MiG-15s without auxiliary fuel tanks practiced flying. There was a 10/10 overcast, and visibility was about 2.5 km. The planes made long-distance flights in a northerly direction at altitude of up to 2,000 meters. Approaches at an air sleeve besides individual take-offs by single-engine, low-wing monoplanes, biplanes and a single-engine, high-wing monoplane were also observed.
- 26 October. There was no flying.
- 28 October. At 2 p.m., 37 MiG-15s and type-29 planes besides 6 single-engine, low-wing monoplanes were counted, and another estimated 12 MiG-15s were observed

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parked at the northern and northeastern edges of the installation. From 9 a.m. to 4 p.m., individual MiG-15s practiced long-distance flights. The weather was cloudy, and visibility was limited to about 2,000 meters. 29 October. From 9:45 a.m. to 5:30 p.m., there was flying similar to that on the preceding day.

30 October. A total of 37 MiG-15s and 6 single-engine, low-wing monoplanes were counted at the field and another estimated 10 MiG-15s were observed. From 9:45 a.m. to 10:30 p.m., there was heavy flying by MiG-15s without auxiliary fuel tanks. There was a 9/10 overcast, but visibility was good. After taking off, the planes would circle over the field, leave toward the east, return and then fly toward the west before returning again. This pattern was repeated several times. [redacted] it possible that the approach to the radio beacon was practiced.

31 October. There was no flying.

1 November. Individual MiG-15s practiced flying until after 12:45 p.m.

2 November. There was no flying.

4 November. About 3 p.m. [redacted] 48 MiG-15s and type-29 planes including the 4 alert planes, 8 single-engine, low-wing monoplanes and 1 twin-engine, low-wing monoplane with a double rudder assembly. All the planes observed were parked at the northern and northeastern edges of the installation. From 9 a.m. to 8 p.m., individual MiG-15s made 15-minute flights. Weather conditions were improving steadily.¹

4. Work on the construction of 10 aircraft revetments at the southern edge of the field continued until 6 November. Two other aircraft revetments were completed in the northeastern corner of the field.

5. There was no change in the status of the radio installation with four masts in forest district 216/217; nor was there a change in the status of a similar radio installation at the edge of forest district 215 or of the radio installation with one mast in forest district 175.²

6. Prior to 4 November, 6x37-mm guns were observed at the AAA emplacement in the southeastern corner of the field. [redacted]

7. From 4:15 to 5 p.m. on 22 October, [redacted] four MiG-15s parked as an alert flight in the northeastern corner of the installation; 2 MiG-15s at the take-off point; 23 MiG-15s and type-29 planes in addition to 7 single-engine, low-wing monoplanes and 1 twin-engine, low-wing monoplane at its northern edge. Another estimated 14 MiG-15s were observed at the installation. The weather was hazy. During the period from 20 through 26 October, there was only little flying. At 3:45 p.m. on 3 November, 31 MiG-15s, a twin-engine monoplane fitted with double rudder assembly and a single-engine, low-wing monoplane with in-line engine were counted at the field, and another estimated 10 MiG-15s were observed at its northern edge. [redacted]

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8. At noon on 5 November, [redacted] a MiG-15, from which the aft end of the fuselage had been dismantled, at the northern border of the field, about 100 meters west of the alert flight. The dismantled section was detached about 50 cm aft of the cockpit and 20 cm aft of the trailing edge of the wings. [redacted] five bulges on one side of the jet engine; [redacted] the entire engine was surrounded by a total of 10 bulges. From this wreath of bulges, a tube about two meters long and 30 cm in diameter extended to the rear. When the engine of this MiG-15 was started, one man was standing on the left wing, while two men were standing on the ground near the wing tips. A starter carriage was seen behind the left wing. After a whistling sound had been heard for about five seconds, the starter carriage was quickly pushed to the side; at the same time, a white lamp on the under side of the right wing lighted up. A similar light was seen at the end of the jet tube. The turbine began operating after the whistling sound had been heard for about 6 seconds.⁴

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9. On 22 October, a third pile of about 40 bombs was observed at the bomb dump in the northeastern corner of the field. An estimated total of 140 bombs were stored there on this day. By 3 November, the number of bombs had increased to about 200.⁵
10. At 3:45 p.m. on 3 November, 10 boxcars were observed on the spur track from the field to Vorwerk-Finow.⁶ Work on the construction of aircraft revetments continued. Five such revetments were observed in the northeastern corner of the field and seven at its northern edge in line with the airfield buildings. Another four revetments were located in the southeastern corner, immediately west of the observation tower, another five about 1,000 meters from the south side of the installation. The revetments measured about 12 x 15 meters and they were two meters high; they opened toward the field. The walls of the revetments consisted of earth, sand, ballast and chippings were continuously trucked to the field.
11. On 3 November, 6 x 37-mm guns were seen emplaced in the southeastern corner of the installation. Only soldiers, who wore red-bordered black epaulets with artillery insignia, were seen at the emplacement. [redacted]
12. At 4 p.m. on 10 November, 29 MiG-15s and type-29 planes were counted and another estimated 10 MiG-15s observed at the field. [redacted] possible that other planes were parked out of sight in revetments. Six 37-mm guns were observed in the southeastern corner of the field. [redacted]
1. [redacted] Comment. Two fighter regiments and the headquarters of a fighter division are stationed at Finow airfield. Both regiments are equipped with a total of about 48 MiG-15s and type-29 planes. The flying activity reported was normal. However, it appears noteworthy that flying was conducted on 23 October, when visibility was rather poor. Flying under adverse weather conditions was reported previously. [redacted] In this report, it was mentioned that on 3 October, a MiG-15 disappeared in the clouds immediately after taking off. These observations indicate that at least some of the pilots are sufficiently trained for all-weather flying. [redacted]
2. [redacted] Comment. It is not clear whether the two radio installations with four masts each are PKV-15 DF stations.

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3. [] Comment. In all the recent reports on the installation, it was mentioned that only one AAA emplacement was observed in the southeastern portion of the field. It is, therefore, believed that only one light AA battery of 6 x 37-mm guns is available at the field.

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4. [] Comment. The fact that the rear end of the MiG-15s can be detached was known previously. However, the description of the starting procedure and the statement that a white lamp lighted up under the right wing, when the jet engine was running, deserves attention. The lamp was probably fed by the jet engine after it had developed speed. The lamp at the end of the jet tube possibly was the tail light. The measurements represent approximations. The statement that the end of the cabin was about 50 cm from the point of detachment indicates that the plane seen was a type-29 plane. [] referred to the combustion chambers as bulges.

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5. [] Comment. Information on the storage of bombs at the field was reported previously. [] As it appears still doubtful that bombs were actually observed, efforts have been initiated to clarify this point.

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6. [] Comment. The boxcars were loaded with ammunition to be dispatched to Vorwerk Finow, which is a part of the Biesenthal depot. The spur track runs along the eastern border of the field. The boxcars involved were observed [] at Finow railroad station on 2 November.

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